



Date

June 13, 2007

To

File P-K 13678 and 34437-DS-003-

From

Meeting Notes

Addie Kim

Subject

Memorial Bridge Rehabilitation, Portsmouth-Kittery
June 12, 2007—3:00 p.m.
Portsmouth DPW Offices, 680 Peverly Hill Road

Present:

Steve Parkinson, Portsmouth DPW
Debra Finnigan, Portsmouth DPW
Peter Rice, Portsmouth DPW
Suzanne Woodland, City of Portsmouth
Bob Landry, NHDOT
Gene McCarthy, McFarland-Johnson, Inc.
Mitch Pac, McFarland-Johnson, Inc.
Addie Kim, HNTB Corporation

Gene McCarthy distributed a meeting agenda and opened the meeting by discussing lighting on the Scott Avenue Bridge and Memorial Bridge. He indicated that the city previously indicated a preference for the style of lighting in the plot park on Daniel Street. However, the current lighting on the Memorial Bridge extends from an arm mounted on the steel truss. He presented several spec sheets for lights that are consistent with the historic appearance of downtown area and that have arms that could be mounted on the Memorial Bridge and would provide continuity with lighting on Scott Avenue. Debra Finnigan indicated that the style of lighting shown is similar to that used on the Newcastle Avenue seawall. Steve Parkinson indicated that the city specified that the globe on these lights not extend beyond the end of the light fixture to reduce glare for adjoining residents. It was discussed that this same requirement would apply for this project. The spec sheets that Gene McCarthy presented were acceptable to the city, and Debra Finnigan indicated that she would send along the cut sheet for the globe that was used on the Newcastle Avenue sidewalk for use on the project.

Gene McCarthy reviewed the drainage at the site. He indicated that they surveyed three outfalls along the Portsmouth seawall that were not shown on the city's plans and questioned how or if these were connected to two catch basins that adjoin the adjoining parking area at the end of Daniel Street. The concept being considered for this area incorporates a Vortech unit that would drain into the easternmost outfall, which

would be replaced. The two other outfalls will not be needed by the project. Debra Finnigan questioned the elevations of the outfalls. Gene McCarthy indicated that they measured the outfalls as extending 4 feet down the seawall. Gene McCarthy indicated that they used the survey and the city's GIS, with the supplemental field survey by the project team, in locating drainage features. He questioned whether a sanitary sewer line that is shown extending under the Scott Avenue Bridge (and listed as VC drain) to the north to the Pier II is active. Gene McCarthy indicated that the Pier II plans show an oil/water separator and questioned whether these plans consider the proposal for sewer separation work on State Street. He indicated that the project team would like information on the location and condition of drainage lines in the area and inquired whether the city would like these reconstructed during construction.

Steve Parkinson indicated that the city will send a camera truck out to obtain footage to confirm the location/condition of piping for the drainage in the entire area around the bridge and extending up to State Street. Peter Rice was questioned as to the drainage/sewer system in this area and the proposed work on State Street. He indicated that the sewer line shown (VC drain) running to the Pier II area is inactive, and may have been an overflow line before the current treatment system was installed. Peter Rice indicated that this is not a functional line and is collapsed at Pier II. It was agreed that a camera truck would be used to confirm this.

Steve Parkinson indicated that there is a major sewer trunk line that runs down Bow Street, north and along Wright Avenue, to Marcy Street that must be protected and marked during construction. This sewer line carries approximately 2 million gallons per day (mgd), and Peter Rice indicated that peak flows are on the order of 12 mgd. This line continues as a gravity line down Marcy Street and picks up flows from as far away as Newington to be transported to the treatment system. The need to call this out to the contractor's attention was emphasized by the city.

Another sewer line is shown on the plans as extending off State Street towards Prescott Park, and Peter Rice indicated that there is a keystone to block the flow off. He indicated that there are plans to install a larger pipe in the headwall. He indicated that he understood that this line is inactive, but this line will be surveyed by camera as well.

Steve Parkinson questioned the status of the sewer separation work along State Street and inquired about the concepts developed to date. Peter Rice indicated that they are pulling together the RFP now and still need to get approval for the loan. The work will be phased, and the plan was to have the work performed when the bridge was being constructed. This work is expected to be completed within 1 ½ construction seasons. Peter Rice indicated that the concept is for a new drain and a new sewer down State Street, although no detailed plans have been developed. Bob Landry questioned which section of State Street would be affected. Peter Rice indicated that the section affected would extend south to Pleasant Street, and one lane of traffic would be maintained at all times. Parking along State Street would be affected, and new curbing, sidewalks, and lighting would be installed. Parking will be affected in sections, with both sides of the street affected. Steve Parkinson indicated that construction would affect one block at a time. Peter Rice indicated that there would be weekly meetings on the project that could include the project team and inquired about the timing for bridge construction.

Bob Landry expressed a concern about trying to complete the Scott Avenue Bridge construction in the scheduled 5 months with this State Street construction underway. He questioned whether this would affect the ability of the contractor to move structural steel to the site. Peter Rice questioned the timing for the Memorial Bridge construction. Bob Landry indicated that funding would be available in 2010, although the NHDOT is trying to get it done quicker. He indicated that Maine is having funding issues that may constrain the timing of construction. Under this schedule, the project would go out to bid in November of 2009 with closing of the Scott Avenue Bridge in March of 2012. Peter Rice indicated that if the Memorial Bridge project is scheduled that far out, the State Street construction might precede the bridge work. Bob Landry questioned whether sewer improvements are scheduled for Daniel Street in the near future, and Peter Rice indicated improvements to this street are not planned for the near future. Peter Rice indicated that the city will need to coordinate with the NHDOT on the RFP for the sewer work. Steve Parkinson indicated that most of the existing utilities are on the west side. It was discussed that traffic would be maintained during the State Street sewer construction so that access for the bridge contractor should not be impeded if movement of construction materials is scheduled in advance.

Bob Landry indicated that the approach that the project team should take is to use the Vortechics unit to treat drainage west of U.S. Route 1 at the parking area at the end of Daniel Street. He indicated that project plans should be developed independent of other plans in the area, but should not address drainage in the area of Pier II or State Street.

Bob Landry indicated that he would like to provide access for the contractor for the area from Memorial Park north, and that he would like the city to approve displacement of the spaces that adjoin the south side of Memorial Park. Steve Parkinson clarified that the parking in question are the spaces aligned alongside the park and that this would not affect the angled parking along Wright Avenue.

Bob Landry also indicated that to complete the project within the timeframe, the Contractor will need to work from 7 a.m. to 7 p.m., six days a week.

Suzanne Woodland indicated that this should be included in a letter to the City Manager that should also address the row of parking spaces affected and the generator planned under the bridge adjacent to Pier II, which is scheduled for residential condominium development. The area under the bridge is currently used for parking by the bridgetenders, and the proposed plan also includes a reconfigured parking area. It was discussed that this plan should be run through the City Manager and then the City Council. The issues discussed regarding the generator included the need to conceal the generator behind an enclosure for aesthetics and potential noise concerns associated with running test cycles. The need for good security was discussed. Bob Landry mentioned that the area would include lighting and cameras. He clarified that the alternative to the generator would involve running a gas line on the bridge, which would present safety concerns. Steve Parkinson suggested checking with the gas company on the capacity of the lines servicing this area, as the line off State Street has limited capacity. Bob Landry indicated that he has been coordinating with the gas company and that he will raise this issue with them. He indicated that he understood that the gas lines in this area were constructed in the 1990s and are fairly new. Bob Landry indicated that he will prepare a letter to the city would address all of the construction work in the vicinity of Scott Avenue, including the project schedule.

Pedestrian/bicycle access was discussed. Bob Landry indicated that a rendition of a temporary stair has been developed to show how a sidewalk from the Memorial Bridge to Daniel Street could be maintained after the initial two-month complete closure. He indicated that this would not be ADA compliant. The project team indicated that they would send a rendering of the stairs to the city for review. Bob Landry indicated that a shuttle would be operated throughout bridge construction to provide an option for pedestrians and bicycles.

The issue of the historic interpretive sign was discussed. Addie Kim indicated that a meeting was held yesterday with the Prescott Park supervisor, and a site in the northwestern corner of the park overlooking the bridge was decided upon. She indicated that the work will include a curbcut from the parking lot and paving of a section of unpaved walkway. She inquired about the need for a curbcut permit or easement from the city, since the park is owned by the city. Steve Parkinson indicated that the only approval needed would be a letter of permission from the Trustees, who control the park. The ownership of the sign was raised, and it was discussed that the city would likely own the sign, so no easements should be required.

The issue of paint colors was raised. Bob Landry indicated that the black railing color preferred by the city could be carried across the bridge. Debra Finnigan inquired what the original bridge paint color was. Bob Landry indicated that the bridge is thought to be originally black, but the contemporary color must be considered, along with the fact that Maine does not plan to paint the Kittery approach span. Addie Kim indicated that scratch test and old photos confirm that the bridge was originally painted black.

Addie Kim inquired about the flooding history in the area. Although runoff backs up in the catch basins during storms, Peter Rice and Steve Parkinson indicated that they've never heard of flooding from the Piscataqua River extending above the seawall.

The timing of upcoming meetings was reviewed. It was agreed that the meeting with the City Manager should be scheduled first. Addie Kim indicated that a newsletter was initially planned to be sent after the first public meeting, but since the meeting will be later in the summer, this may be sent out in advance of the meeting. Steve Parkinson indicated that a draft of the newsletter should be presented to the City Manager for review prior to distributing this. Addie Kim indicated that the plan was to distribute the newsletter to the mailing list for the business surveys, and Steve Parkinson concurred with this approach. The project team should also get direction from the manager on issues such as paint colors before going to the City Council. It was discussed that the public informational meeting and City Council meetings would be held separately, and the City Council may want to know the public's input on issues such as pedestrian/bicycle access.

We believe these minutes accurately reflect what transpired at the meeting. If these minutes are not in accordance with your understanding, please contact the undersigned promptly; otherwise, we will assume that you concur with the accuracy of the above.

Meeting Minutes

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